

Today's Advertisements.

NOTICE.

DURING my Temporary Absence from the Colony, Mr. H. U. JEFFRIES will SIGN my Name.

GEO. R. STEVENS. [1926]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"FORMOSA."

Captain Robson, will be despatched for the above Ports on SUNDAY, the 29th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFAIR & Co., General Managers.

Hongkong, 27th August, 1897. [1927]

NAVIGAZIONE GENERALE ITALIANA, (FLORIO & RUBATTINO UNITED COMPANIES), STEAM FOR

SINGAPORE, PENANG AND BOMBAY. Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN AND GENOA.

ALSO VENICE AND TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE AND SOUTH AMERICAN PORTS up to CALAO.

Taking Cargo at through rates to PERSIAN GULF AND BAGDAD.

ALSO BARCELONA, VALENZA, ALICANTE, ALMERIA AND MALAGA.

THE Steamship

"LETIMERO."

Captain Bellotti, will be despatched as above on WEDNESDAY, the 1st September, at Noon.

At Bombay the Steamers are discharging in VICTORIA DOCK.

For Further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 27th August, 1897. [1926]



NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR NAGASAKI, KOBE AND YOKOHAMA. THE Company's Steamship

"SAGAMI MARU."

Captain E. W. Haswell, will be despatched for the above Ports on WEDNESDAY, the 1st Sept., at Noon.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, 27th August, 1897. [1927]

MOGUL-WARRACK-MILBURN LINE, FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"LENNOX."

to sail about 6th September, 1897. S.S. "PATRAN," to sail about 10th Sept., '97. S.S. "BRAEMAR," to sail about 24th Sept., '97. S.S. "MOGUL," to sail about 9th October, '97.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 27th August, 1897. [1897]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.)

THE Steamship

"ROSETTA."

Captain F. N. Tildard, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 9th September at Noon, taking Passengers and Cargo for the above Ports. This Steamer connects at Bombay with the S.S. *Oriental* leaving that Port on the 2nd October for London direct.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 27th August, 1897. [15]

Intimations.

DAKIN, CRICKSHANK & COMPANY, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a fully qualified English Chemist and will bear comparison with the best English Manufactures. Special terms to Hotels, Clubs, Messes and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [1926]

Intimation.

A. S. WATSON & CO., LIMITED.



BY APPOINTMENT.

WINES & SPIRITS.

WE beg to call attention to our PRICE LIST OF WINES AND SPIRITS as below:-

As these are all selected and bought first hand by our London House we have any intermediate profits and are thereby enabled to supply the best qualities at Moderate Prices.

PORT.

(For Invalids and General Use.)

B VINTAGE, superior quality, Red Capule.....\$14.40 \$1.20

C FINE OLD VINTAGE, superior quality, Black Seal Capule.....15.20 1.35

D VERY FINE OLD VINTAGE, extra superior, Violet Capule (Old Bottled).....20.40 1.70

SHERRY.

B SUPERIOR PALE DRY, dinner wine, Green Seal Capule.....\$10.80 \$0.90

C MANZILLA, PALE NATURAL SHERRY, White Capule.....12.00 1.00

CC SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capule.....12.00 1.00

D VERY SUPERIOR OLD PALE DRY, choice old wine, White Seal Capule.....14.40 1.20

E EXTRA SUPERIOR OLD PALE DRY, very finest quality, Black Seal Capule (Old Bottled).....20.40 1.70

B, C, and CC are excellent dinner wines for invalids and delicate stomachs. D and E are after-dinner wines of very superior vintage. All are true French Wines.

CLABET.

B ST. ESTEPHE, Red Capule.....6.95 \$ 7.55 \$0.60 0.35

C ST. JULIEN, Red Capule.....9.00 9.60 0.75 0.40

D LA ROCHE, Red Capule.....12.95 13.95 1.10 0.65

SAT. FOU, 7.10 7.95 0.60 0.35

CUISAC, 9.60 10.44 0.80 0.45

CHATEAU D'AN, OLADRE.....13.20 14.40 1.10 0.60

CHATEAU HAUT, BRION LAR.....18.60 19.20 1.60 0.80

CHATEAU MOU, TON D'ARMAIL.....21.00 22.20 1.80 0.90

One Claret, including the lowest priced, are guaranteed to be the genuine product of the vine of the grape, and are not artificially made from raisins and extracts, as is generally the case with cheap Wines.

BRANDY.

A HENNESSY'S OLD PALE, Red Capule.....\$18.00 \$1.50

B SUPERIOR VERY OLD COGNAC, Red Capule.....21.00 1.75

C VERY OLD LIQUEUR COGNAC.....24.00 2.00

V.O. D HENNESSY'S FINEST VERY OLD LIQUEUR COGNAC, 1874 Vintage, Red Capule.....36.00 3.00

V.V.O. & FINEST VERY OLD LIQUEUR COGNAC, 1874 Vintage, 48.00 4.00

All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.

SCOTCH—

A THORNE'S BLEND, White Capule.....\$10.80 \$0.90

B WATSON'S GLENROTHY MALT, LOW BLEND, Blue Capule, with Name and Trade Mark.....10.80 0.90

C WATSON'S ALEXANDER GLENROTHY, Red Capule, with Name and Trade Mark.....12.00 1.00

D WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capule.....14.40 1.20

E WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, Gold Capule.....15.00 1.25

DANIEL CRAWFORD'S FINEST VERY OLD SCOTCH WHISKY 14.40 1.20

Our lowest priced Whisky is of excellent quality, and of greater age than most brands in the market. We recommend our customers not to be deterred by the lowness of price from trying them all. For a soda whisky, Thorne's Blend and Watson's Glenrothy are as good as any. Alexander-Glenrothy is a very old Peat Whisky (smoky) that could not be replaced in stock at the price. D and E are too well known to need comment.

IRISH—

A JOHN JAMESON'S OLD, Green Capule.....\$12.00 \$1.00

B JOHN JAMESON'S FINE OLD, Green Capule.....15.00 1.25

C JOHN JAMESON'S VERY FINE OLD, Green Capule.....18.00 1.50

All these are very fine and old. C has been stocked in Hongkong in wood for over 30 years, there being a little sale for Irish Whisky in the Colony.

AMERICAN—

Genuine BOURBON WHISKY, FINE OLD, Red Capule, with our Name and Trade Mark.....\$15.00 1.25

A FINE OLD TOM, White Capule.....7.50 \$0.60

B FINE UNBLENDED, White Capule.....7.20 0.60

RUM.

FINEST OLD JAMAICA, Violet Capule.....\$15.00 \$1.25

GOOD LIQUOR ISLAND.....8.00 0.50

GOOD LIQUOR ISLAND.....\$2.50 per Gal.

LIQUEURS.

BRANDY, BLACKBERRY BRANDY, CURACAO, MARIACHINO, CHARTREUSE, HERRING, CHERRY, CRÈME DE CACAO, CORDON, PEPPERMINT, DR. SINGET'S ANGIOTONIA BITTERS, AND AERATED WATERS.

A. S. WATSON & CO. LD.

THE HONGKONG DISPENSARY.

Hongkong, 1st August, 1897.

The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 27, 1897.

REUTERS' MESSAGES.

THE NORTH-WEST FRONTIER.

The Afghans have captured and burned for All Masjid.

THE TRANSVAAL.

President Kruger, speaking in the Volksraad, declared that the British suzerainty had ceased to exist, but that the Transvaal was desirous of upholding the London Convention in its entirety, preserving friendly relations with Great Britain and the whole world.

THE PEACE NEGOTIATIONS.

Germany has declined to join in approaching the Athens Government regarding the indemnity until the preliminaries of peace are signed. France and Russia are disposed to adopt Lord Salisbury's plan, whilst Austria sides with Germany.

THE INTERPORT CRICKET MATCH.

Mr. E. A. Ram, hon. secretary of the Hongkong Cricket Club, today received a cablegram from Mr. Jones, hon. secretary of the Singapore Club, to the following effect:—"Accept invitation; please wire exact date." Mr. Ram informs us that the dates fixed are from 8th to 13th November inclusive.

THE BANKS AND THE CHINESE.

Just as we were going to press a copy of our Shanghai sporting contemporary came to hand dated 22nd August. It states that a number of Chinese operators had made large contracts with some foreign banks to sell them, in Shanghai, gold bars. When called on to fulfill their contracts they failed to do so. The Banks prosecuted the natives, the *Deutsch-Asiatische Bank* alone claiming Tls. 277,000 for non-delivery. The case stands adjourned. The same paper says: "It is also reported that the Hongkong and Shanghai Bank, who had a considerable claim on similar grounds, have accepted a sum equivalent to Tls. 20 a bar as settlement, their correspondents having taken over liability."

LOCAL AND GENERAL.

The dollar has again dropped to 1s. 9d.

AUSTRALIAN mail due to-morrow morning.

MR. CHINDA, who has been appointed Japanese Minister Resident in Brazil, left London for Rio de Janeiro on the 22nd instant.

MANY of the local bakeries and general storekeepers have gone to for an all-round "rise" in consequence of the rapid and alarming fall in the value of the \$.

MR. T. F. Hough, Clerk of the Course for the Hongkong Race Club, courteously informs us that no less than 36 griffins have been subscribed for the forthcoming race meeting in Feb., '98.

LIEUT. ATLEY, R.N. (formerly of *Undaunted*) is posted to *Calendula*, Midshipman P. Rising (formerly *Undaunted*) to *Volant*, Lt. Charles Leggett (formerly *Maline*) to *Goldfish*; Staff Paymaster Closs (formerly *Edwin*) to *Volant*.

The minute of gold coins in Japan to be put in circulation after the change of the monetary system on the 1st of October next being nearly finished, the coining of subsidiary pieces, 5 sen and under, is to be commenced on the 1st of next month.

THE Balangan Exploration Company to work a Petroleum concession in Balangan (South East Coast of Borneo) has been floated at Batavia with a capital of \$ 150,000. The Directors are, according to a correspondent of the *Straits Free Press*, Messrs. Reiss & Co.

THE New York Mail and Express says:—"The question for other powers to answer is not, What right has the United States to annex Hawaii? It is, 'Has not Hawaii the right to annex herself to the United States, if she deems it to be to her interest to do so?' Decidedly not!"

On the 24th a disease, described by the *Japan Times* as "dysentery," was carrying off about 100 people daily in Tama district, while in Tokio there were from 7 to 30 cases daily. In consequence of the fear that the epidemic would spread, special precautions were taken to limit the infected area as much as possible.

HER Majesty's ships *Albatross* and *Humber* are at Shanghai, the *Albatross* is stationed at Ichang, the *Humber* in Behring Sea, the *Albatross* at Singapore, the *Phoenix* at Tamsui, the *Pluvier* at Penang, and almost all the other vessels of the China Squadron are now cruising off the coast of East Siberia, making Hakodate their headquarters.

It is reported in naval circles at Portsmouth that Captain E. F. Jefferys, R.N., of the Gunery School, will succeed Captain H. C. Kane as Director of Naval Ordnance and Torpedoes at the Admiralty. No possible selection could have been made that would be more likely to be of advantage to the service and more satisfactory to its officers, says the *Globe*. Captain Jefferys has throughout his career been connected with gunnery. He was, in fact, a few years ago Assistant Director of Torpedoes, and afterwards commanded the torpedo boat *Albatross* in the Mediterranean.

H.M.S. *Royal Arthur* was to pay off at Portsmouth on the 7th instant and be immediately got ready to relieve the *St. George* as flagship on the Cape Station. The *Rose* has been selected for flagship on the Australian Station.

A MARINE hawk was charged at the Magistrate today with unlawfully having in his possession 30 lbs of lead. W. Radloff, manager of the Petroleum Works of Messrs. Meyer & Co., at North Point, Bay View, said that from the 1st inst. to the 20th over \$100 worth of lead had been misused from the Works. He supposed that the lead was intentionally put by the firm's coolies amongst the rubbish for the prisoner to take away. He was convicted of larceny and sent to gaol for six months with hard labour.

OUR allowance of rain has certainly been a most liberal one so far this month, the total to 20 a.m. yesterday reaching 25.24 inches or 11.35 inches in excess of the average of ten years. Taking the area of Hongkong as twenty-nine square miles, and supposing the rainfall to have been equal in amount over the whole island, we have had no less than 47,359 440 tons of water fall in the island during the current month. This certainly looks as though there would be no need for the authorities to cut off the water supply for some time to come.

FOR a long time past, Mr. Aitken, of the Kowloon Docks, residing in Kowloon Terrace, Kowloon, had been missing small change from his trousers pockets after changing his clothes and during the last six months about \$20 had been stolen in this way. Lately he marked the coins that he kept in his pockets, with the result that yesterday morning an *smah* employed by him was arrested and 10 cents of the marked money was found in his possession. She was brought before Mr. Woodhouse at the Magistrate's court this morning and sentenced to three months' imprisonment with hard labour.

HARRIS an item for our only and absent vet. when he condescends to come back to us.—A case of kind of epidemic that killed in Tokio tens of calves per day last spring, is now under treatment in the Veterinary Hospital at Komaba, says the *Japan Times*. The Professors in charge of the case, we learn, state that it is a disease not found in any veterinary literature so far published. Years ago a calf kept in a barn belonging to the Imperial Agricultural College failed to have been attacked by a similar disease. In the course of microscopic investigation of the blood and tissues the veterinary surgeons at Komaba have discovered a form of bacteria.

HERE is a gorgeous sample of Hinghah as she is wont. It is in the form of a bill for work done by a man who turns an honest penny by erecting scaffolding. He will erect (for a consideration) a scaffolding as high as any house in the colony but he objects, strange to say, to "fix up" scaffolds. The account reads:—"Messrs. Cow Company."

CHAM PO

Scarfolding, Wa Lane No. 20.

To making wun Scarfolding to take down bar against the roof in Klam Way.....\$5

chive pay J. K.

It is a pity that, seeing the interesting nature of the exhibition, better patronage was not being extended to Mr. H. Welby Cook's Amnionoscope at the Theatre Royal. Last night there was again only a moderate attendance, but those present testified their appreciation in marked manner.

A number of new views were presented and received with loud applause and the very fine scene of the Horse Artillery at Aldershot had to be repeated. The Portsmouth Dockyard scene, the Serpentine Dance and the Sea Waves all proved great favourites and the mechanism and light effects were ably worked. The next display is advertised for Saturday night and a visit can be recommended to all who appreciate the novel and artistic. This exhibition will be the last one to be given in Hongkong and the opportunity of seeing it should not be lost.

HONGKONG HOTELS "shot down" on the club system long ago and have, we believe, no reason to regret their action. At Colombo the experiment seems to have been tried, but the new rule has not been applied properly or not long enough, and at a meeting of shareholders of the Colombo Hotels Company a few days ago the Chairman announced that the club system was to be relinquished, after a short trial, as its abolition had not been found to work satisfactorily, business falling off considerably. It is pointed out that the three hotels which combined could not expect the abolition of the system to work "absolutely satisfactorily" within at least six months, and unless they were also prepared to find their receipts reduced, it was not worth while their making the attempt, good though the non-credit system, especially for liquors, undoubtedly is in principle.

THREE boatmen were charged at the Magistrate today with stealing a bag of sugar from the U Tak Shing shop. Mr. H. L. Denny appeared for the prosecution and Mr. Gedge for the defence. Mr. Denny said that on the 25th inst. certain sugar, which was consigned to the plaintiff, was conveyed by defendants' cargo boat from the steamer *Yuen-yang* to Sharp & Co's godown, West Point. There should have been 2030 bags landed but only 2029 were taken into the godown from the boat. The head boatman said there were no more bags on board his boat, and as he has been employed by this firm for many years, and he was trusted by them—he was believed. Information was given to the master of the firm later on, and he sent a coolie to the cargo boat, who found the missing bag of sugar on board. The coolie who found the sugar on the boat, gave evidence stating that after reporting to his master he had the sugar taken. Witness was cross-examined and found that the bag was consigned to a person named Tseung, and that he had been told by the head of the boat that the sugar was for Tseung.

An emigrant by the *Manhattan* to Singapore jumped overboard when the steamer was passing Sulphur Channel yesterday. He could swim well and was picked up by a soldier's boat which was cruising there. It appears that the very often immigrants go to boarding-house keepers and offer themselves for emigration. They are given about \$3 and a passage but they leave the money on shore with some of their friends, and when the steamer is a little way off they jump overboard and swim ashore, thus cheating the person advancing the money. It is said this is carried on to a considerable extent and sometimes one man practices it three or four times a month.

It is understood that the 1st Battalion Rifle Brigade, on its way home in December to Parkhurst, Isle of Wight, will drop no fewer than 520 men at Malta to make up the 2nd Battalion, which goes there, to war strength. This says the *Singapore Free Press*, probably means that the 2nd Battalion may have to go to Egypt on service. The 1st Battalion will take back with it to England all the men from the 2nd Battalion who have not more than one year's service. This is a typical example of how the Indian battalion system works. It certainly is little encouragement to company officers who are themselves thus deprived at a swoop of all of their best-seasoned men.

THE next five years should be a busy and stirring time for those in charge of railway construction in Perak and Selangor, for during that period \$1,000,000 are to be spent on that work in the two States, and five engines are under order for the line from Ipoh to Teluk Anson, northward from its present terminus at Sungai Siput, through Kuala Kangsar and Teluk Anson, opposite Pangang. Selangor line will run from Kuala Kubu to Teluk Anson, connecting with the Perak system at Teluk Anson. This portion is now being started and there will be three stations—Kerling, Kalumpang and Teluk Anson. The extension of the line from Kuala Kubu to Teluk Anson is to be pushed forward to 1000 as the surveys of the line are finished. The line will pass through Raka, follow the valley of the Lenggong River as far as Labu, and follow that valley into Seremban. The line from Kuala Kubu to Raka has been surveyed, but it is not proposed to include the construction of this line in the present scheme.—*Selangor Journal*.

A LONDON weekly has these notes on recent moves in the Colonial Medical Department:—"Dr. J. T. Leask, who for the past four years has occupied the office of Colonial Surgeon Resident at Penang, has been promoted to the office of the Colonial Surgeon Resident at Singapore. Prior to going to the Straits Settlements, Dr. Leask occupied the position of District Surgeon in Natal, and joined the Straits Settlements service in 1890 as Acting Resident Surgeon at Singapore. Dr. Leask is succeeded in the office of Colonial Surgeon Resident at Penang by Dr. Gerald D. Freer, the Colonial Surgeon at Malacca, who during last year acted as Colonial Surgeon Resident in Singapore. Dr. Freer was brought into the Colonial Service by the Secretary of State in 1890, and has thus received good promotion. Dr. Travers Croucher, House Surgeon at the General Hospital, Singapore, takes the place of Dr. Freer, as Colonial Surgeon at Malacca. Although from a monetary point of view, the promotion is not very substantial, it gives Dr. Croucher a very much higher position in the service."

SURELY there has been no Bar for the whole Empire! It was (says the *Globe*) suggested in the House of Commons a few days ago that any member

HONGKONG WATER RATS.

ACTIVITY OF THE WATER POLICE.

"There be land rats and water rats; water thieves and land thieves," wrote Shakespeare some three centuries ago, and his words apply with marked appropriateness to Hongkong to-day, where pillaging from ships would appear to be a very favorite and lucrative occupation with a portion of the floating Chinese population. Time after time Inspector Hanson and his men have made searches of suspected junks and sampans and invariably they have succeeded in bringing to light ships' gear and merchandise, for the possession of which no proper account could be given. In most cases no owners appeared and the officers had to be content with merely securing convictions for "unlawful possession." To-day Inspector Hanson had charge of another case. One of his men, P. C. Burchell, 33, boarded a second class sampan in mid-harbour at 4 a.m. to-day and secured such a "shakings bag" as would delight the heart of the most avaricious of Liverpool or New York junk dealers. In fact part of the cargo lay at the Magistrate's dock like a regular ship chandler's store. There were three coils of new European rope, a coil of thick rope that had been used, a bundle of new canvas, a length of new light line, a bolt of stout new canvas and a roll of new canvas. Near by was a new bank of spun yarn and a ship's gangway lamp. In addition there was a long clothes-bag, containing a most miscellaneous collection of articles, including several jack planes and draw-knives, locks and keys, a crust bottle, silver mounted Malacca cane, piece of bath-brick, pair of bloodcur, a quantity of copper and brass nails, and two coils of wire. All the articles except the canvas were stowed on board the sampan and it was only on a *look-out* noticing a rope hanging overboard that the bag, in which was the salt cloth, was discovered towing in the water.

Leung May, the master of the sampan, was brought up to-day and formally charged with "unlawful possession" and the case was remanded till 10 a.m. to-morrow, \$50 bail being allowed.

SALARIES IN THE PUBLIC SERVICE.

OFFICIAL CORRESPONDENCE ON THIS SUBJECT. A quantity of correspondence was laid upon the table at the meeting of the Legislative Council yesterday in reply to the following question asked by the Hon. T. H. Whitehead at the previous meeting:—"With reference to the report of the Retrenchment Commission, will the Government lay upon the table a copy of the despatches and instructions received from the Secretary of State for the Colonies in relation thereto, and in connection with applications in respect of salaries similar to those recently referred to His Excellency the Governor to a Committee?"

The first despatch was from the Secretary of State to the Governor, dated 11th June, 1894, in which he expressed the view that, in the larger Crown Colonies periodical inquiries should be held into the public expenditure—such inquiries to be conducted by a Committee composed mainly, if not wholly, of unofficial members of the Legislative Council. Accompanying the letter was an extract from a despatch from the Marquis of Ripon to Sir A. E. H. Stanley, dated June 11th, 1894, wherein it is stated that there is much to be said for inviting the Legislative Council at intervals, say of seven years, to inquire through a Committee into the public expenditure, and to submit for the consideration of the Governor and the Secretary of State recommendations, in the direction of retrenchment, as they may think desirable.

Then follows a despatch from the Secretary of State to the Governor regarding the report of the Retrenchment Commission, dated March 14th, 1895. In the despatch the Secretary of State is in favour of the proposal to abolish the Chief Clerkship in the Post Office in preference to abolishing the Assistant Postmaster-Generalship. He would be ready to consider any specific suggestion for concentrating all the Government Offices under one roof, but thought it would involve a great expense. The Committee's proposal, "that no further increase either in salaries or in offices be made in future until full and independent inquiry has been made into the necessity for the same established beyond doubt," Sir E. Stanley thought was too broadly stated to be carried out in its entirety and he again recommended periodical inquiries by committees of unofficial members.

His Excellency the Governor wrote to the Secretary of State on July 12th, 1895, regarding certain officers' salaries in the Public Works Department and said, "Though I am inclined to concur in the view of the Director of Public Works that the Assistant Engineer is inadequately paid, I regret that I am unable to recommend the increase proposed, as I do not consider the circumstances of the colony are such as to justify increase in salaries at the present time." The letter covered a statement on the subject from the Hon. F. A. Cooper, then Director of Public Works, in which he urged the increase of the salaries of the engineering staff and went into details on the matter. Mr. Cooper also mentioned Mr. Chatham, Crook, Drury, Gibb, Haslam and Xiang, and also Messrs King (Collector of Squatters' Fees) and Teo Tan Tai, Chan Kam To, and Cheong Yaw (Chinese Clerks) were all recommended for favourable consideration by the Governor.

The Right Hon. J. Chamberlain (Secretary of State) replied to His Excellency on Sept. 3rd, 1895, stating that, while he concurred in the view on this matter which was expressed in H.E.'s despatch, he regretted his inability to concur with the recommendation of the Governor.

On July 31st, 1895, the Under-Secretary of State forwarded to His Excellency a copy of an application for increase of salary made by Mr. Chatham, Executive Engineer in the Public Works Department, and asked His Excellency's views on the question. Mr. Chatham, in his application stated that he had been ten years in his position and received \$300 per month during the whole of that period. He mentioned the fact that he had been engaged upon and stated that selling appointments were not open to him as they were to other officers in other departments and his opportunities of promotion were limited. He also quoted Sir George O'Brien's statement to his ability, &c.

The Governor's despatch in reply, dated October 21st, 1895, stated, "I am of opinion that Mr. Chatham deserves an addition to his salary of say, \$500 a year. I must add, however, that Mr. Cooper, of the same department, has also claimed to these 'of Mr. Chatham's' for an increase of pay, and I hope that you will accordingly sanction an increment of \$500 a month in the salary of both these officers."

I would refer you to the letter from the Board of Trade of the 7th June, 1882, a copy of which was forwarded to the Governor of Hongkong by Lord Kimberley in his despatch No. 137 of the 27th June, 1882, and would add that the general policy of the Government Service is opposed to payment being made partly by fees and partly by salary. But, though I am unable to assent to your present proposal, I shall not refuse to entertain the question of an increase of salary being granted to the two officers in question when they have had somewhat longer service, should their work continue to increase and should their services continue to give satisfaction."

FORMOSAN AFFAIRS.

THE TENURE OF LAND BY FOREIGNERS.

The question of the right of foreigners to hold land in Formosa is again being raised in the Japanese papers. These state that during the Chinese 1621st foreigners in Formosa bought landed property in and about Taipei, a suburb of Taipei, and also that at the time the island was ceded to Japan many of the Formosans sold their property in the names of foreigners, believing that by so doing they would avoid trouble with the new authorities. But, say our vernacular contemporaries, as Japanese law distinctly prohibits foreigners from holding landed property in the Japanese Empire, the officials of the Governor-General's department communicated with the foreigners possessing land with the object of making some arrangements to bring their holdings into conformity with the law. On the application of foreigners, two years' grace was given them to make new arrangements, but this period has now expired without anything being done and without foreigners taking any steps in the matter. These the question now rests, and our vernacular contemporaries appear to consider foreigners in Formosa very obstinate for not divesting themselves of their property. But surely this is a most unreasonable view. The law to which our contemporaries refer was, we believe, passed in the early years of Meiji and forbade Japanese to sell or mortgage their land to foreigners, but if any foreigner had at that time been in the possession of landed property in Japan, the law could hardly have been of retrospective effect. When Formosa was ceded to the Japanese as part of the conditions of peace, the Chinese naturally took no steps to defend the rights of the inhabitants of the island or of the foreigners who had acquired property therein, but the usual custom on such occasions is for the incoming Power to recognize the existing state of things, and while making what laws it pleases for the future, to attempt no interference with arrangements already in existence. What the vernacular papers apparently wish the Japanese authorities to do, is to deprive the foreign landholders of their property in order to bring Formosa into line with the rest of the Japanese Empire in the matter of land tenure. But surely this would be extremely unjust, to say the least, unless, that is, a substantial compensation were offered, of which we hear nothing. Foreigners in Formosa, we have no doubt, are supported by their Consuls and Legations in resisting any attempt to deprive them of property purchased at a time when the holding of land in Formosa was legal, and any arrangement which is made must be of a private character and take the form of compensation.—*Kohs Chronicle*.

THE OPTIMUM REGULATIONS. The Formosa Optimum Regulations, says the *Yokohama Mail*, were to be enforced from the 1st April in districts where the police authority is thoroughly organized. The population of the localities where the Regulations were put in operation, being only 150,000, does not exceed one-seventeenth of the whole population of the island, which may be supposed to aggregate 2,500,000. Optimum smokers are 15,123 in number, while the amount of opium imported from the manufacturers is as follows:—

	Amount.	Value.
Opium paste
1st class	39,297
2nd class	69,017
3rd class	172,271
Total	172,485

It is supposed that in the event of the Regulations being enforced throughout the island, by September this year receipts from opium, including fees for the delivery of licenses, will not fall short of yen 3,500,000.

CRUSADE AGAINST IMPURE TEAS.

We have just received a copy of the *Taiwan Nippo*, a tri-weekly published in Taipei, the capital of Formosa, from which we learn that, for the purpose of insuring a high standard for Formosa teas and preventing, as far as possible, the sale of tea purporting to be Formosa tea, but which is in reality an inferior article landed in the island for the purpose of passing it off as the popular Formosa tea, the Formosa Tea Guild, acting on the recommendation of the Agricultural Department of Taipei, has put into force the following regulations, which, the *Nippo* states, have been agreed to by its members:—

I. Any tea imported into Formosa from foreign tea districts and blended with Formosa teas or any adulterated or spurious Formosa teas, which may be recognized as inferior to the reputation of Formosa Oolong, shall be condemned, and the burning, selling or transferring of such tea strictly prohibited.

II. Any member or members found dealing in the said spurious Formosa teas will be liable to a fine of an amount double the cost of the teas in question and the said teas will be confiscated and burned in the presence of the members of the Tea Guild.

III. Any member who discovers and gives information respecting or otherwise that any member or members are dealing in the said spurious Formosa teas will be rewarded with a sum amounting to half the fine imposed upon the dealer.

IV. Any member or members found guilty of a second offence in dealing in the said spurious Formosa teas will be expelled from the Tea Guild and forbidden to transact any future business with its members.

V. Inspectors shall be appointed by the Tea Guild and shall give their constant attention to the discovery of secret dealings in the said spurious Formosa teas.

VI. To give assistance in preserving purity of Formosa Oolong, the foreign merchants in Taiwan (Messrs. Lippell, Cass & Co., Messrs. Smith, Bakke & Co., Messrs. Tait & Co., Messrs. Jardine, Matheson & Co., Messrs. Boyd & Co.) and the Taipei Tea Guild will appoint a Committee, to consist of three foreign merchants and four Chinese merchants, which Committee will deal with all questions concerning the adulteration of tea, and their decision shall be final.

VII. There shall be drawn up two catalogues, one to be filed at the Prefectural Office and the other at the Tea Guild Office, which shall contain the signatures and seals of all local tea merchants, big and small, certifying that they are agreed to conform with the above regulations.

VIII. These articles are to be printed and distributed gratis to all tea merchants and should be posted in a conspicuous place for the observation of all concerned.

MILITARY COURTS-MARTIAL.

To the average civilian mind, remarks the *Naval and Military Magazine*, a court-martial conveys little more than a picture of spies, hastily-formed tribunals, in which a drum does duty for the presidential table, followed a few minutes thereafter by the rattle of musketry—a scene that justice has been done upon some unfortunate being found trespassing within the lines of those who, for the time, are his country's enemies. Among the many modern military warfare has made to the cause of humanity, recognition of the bravery and, when springing from patriotism, of the heroism of the spy cannot be numbered. He still remains an exception to the adage that all is fair in war. History contains many examples of the regretful results arising from this rigorous conception of a spy, as one outside the pale of the humanizing and merciful instincts of mankind. Courts-martial, however, though the more serious crimes over which they have jurisdiction are only possible in face of an enemy, have yet many important legal functions to fulfil in "piping times of peace." They inherited part of the jurisdiction of the ancient "Curia Militaris," or Court of Chivalry, which provided for the trial of cases outside the scope of the ordinary civil law—*secundum legem armorum*. By the 143rd section of the Articles of War it is provided that courts-martial shall have jurisdiction over crimes committed against the ordinary civil law, in such places where there is no competent civil jurisdiction. In such cases the court-martial applies the ordinary civil law of England; but this jurisdiction is nullified where a competent civil court exists, though such court may not administer English law. This is an application of that principle among civilized states by which each recognizes the sufficiency and inviolability of the institutions of the other. Non-military offences may also be tried by court-martial if committed while on service at Gibraltar, or in India if without 120 miles of any of the three Presidencies.

AN INTERESTING FEATURE. It is an interesting feature in the history of courts-martial that the King, whose disregard of all covenants between himself and his subjects cost him his throne, and eventually his life, should have been the first to codify rules for the better government of his army. The modern form of court-martial was adopted by an ordinance under the hand and seal of Charles the First, and received statutory recognition in the Mutiny Act passed in the reign of William and Mary. Since this Act many ordinances have been passed relating to the powers and constitution of courts-martial, culminating in the Army Act of 1881. The trial of the Militia, Yeomanry, and Volunteers, in those cases where they fall under the jurisdiction of military law, is provided for by "The Regulations of the Forces Act, 1879," and "The Volunteers Act, 1861." Though the jurisdiction of courts-martial is not confined to purely military offences, yet in all offences other than these its jurisdiction over soldiers is subordinate to that of the civil courts. The Mutiny Act provides that soldiers charged with the commission of crimes against the peace shall be delivered up to the magistrate for trial, according to the ordinary civil law of the land. If the nature of the offence does not lead to expulsion from the service, and the demand of their punishment they are reinstated in the regiment, though suffering the loss of such promotion as their former good conduct may have procured them. In military parlance, they are reduced to the ranks. Officers tried in the ordinary civil courts of justice may thereafter be tried by court-martial, and if found guilty, cashiered.

THE "DUM HEAD." Coming now to the different forms of court-martial, the premier mention must be given to that known as the "Dum-Head." Though happily now illegal, this form of court-martial was, when in existence, the source of much misery and terror to the unfortunate soldier subjected to its hapless ordeal. Balance to hear all evidence that might throw light on the case, calmness in a second hearing, and an open mind in the disposal of punishment, were attributes which, in the "Dum-Head" court-martial, were mostly conspicuous by their absence. In it no time was given to the accused to prepare his defence; no oath was administered, nor any record kept of proceedings too frequently resulting in the taking away of human life. Disaffection with the present is the keynote in all progress. We all have our "Dum-Head" days, and the modern "Court-Martial" claims to have more than most. That part of life, however, he can spare from the work of "John Bull's Universal Society-Valve" should be a continual "Xanthippe" giving to his patron saint that he cannot number among his real or imaginary grievances that monument of the military justice of the good old times—the "Dum-Head" court-martial. Apropos of this meaningless worship of the institutions of those "good old times," the only good element in the "Dum-Head" is that it placed satisfaction that permeates one on realising the fact that one did not live in them. Of the forms of court-martial now in use, the chief is the General Court-Martial. The offences to the trial of which it usually confines itself are those of a grave and serious nature, involving the penalties of death or penal servitude. Previous to 1868 the numbers of members required for a General Court-Martial was 13. Of late years regulations offered the select of the unit's halo surrounding this number, who know that the true one is to be found in the history of court-martial.

POWER OF THE GOVERNMENT.

In 1868 the number of members of a General Court-Martial was reduced to nine, a judge-advocate being in attendance. This court has jurisdiction over all regiments under the command. It hears appeals from the minor or regimental courts-martial, and is the only form of civil officer in those circumstances where there are no proper civil courts for their investigation. As a general rule the Sovereign's confirmation is necessary before any sentence of a General Court-Martial can be carried out. This power of confirmation is, however, delegated to the Commander-in-Chief in India in purely military offences. Civil offences in India, when tried by court-martial, require the confirmation of the Viceroy. Officers in command of Her Majesty's troops abroad have a limited power of confirmation, but never when the sentence is a capital one. When a sentence other than one of court-martial which may completely take the conscience of acquittal, comes up for confirmation, it is necessary that the Judge-Advocate-General have an audience of the Sovereign. The latter, acting upon the advice of this official, may disapprove of such sentence and order revision of the court-martial proceedings. Where, after such revision, the conviction is sustained, it is within the prerogatives of the Sovereign to order that the sentence be remitted or a lesser one imposed. The professional penalties, however, such, for instance, as "cavorting," cannot be remitted. These are as unalterable as the laws of the Medes and Persians, and it will be seen that any tampering therewith would, in the case of an officer, seriously impair that moral respect of the private for him which is the foundation of discipline.

NOT AND A.

CALENDAR.

August. Meteorological means based on ten years' observations to 1893.

Barometer	.....	29.762
Thermometer	.....	80.9
Humidity	.....	83
Rainfall	.....	13.89

N.B.—The Rainfall to 10 a.m. on 26th August amounted to 25.24 inches.

TO-DAY.

On date at On date at

Barometer	.....	29.96	29.86
Thermometer	.....	84	83
Humidity	.....	79	66
Rainfall	.....	.....	.....

TO-DAY.

Friday, 27th August, 1897.

Chinese—30th of 7th moon of 23rd year of Kwong-shi.

Jewish—29th Ab, 5687.

Mohammedan—28th Rabi' I, 1315.

Sun—Rises 5hr. 12min.

Set 5hr. 10min.

High water—Morning 5hr. 10min.

Afternoon 5hr. 10min.

Low water—Morning 1hr. 12min.

Afternoon 5hr. 9min.

ANNIVERSARIES.

1841—J. J. C. landed in England.

1841—A. M. J. taken by the British; 256 guns captured.

1866—The Palace at Zanzibar bombarded by the British.

TO-MORROW.

Saturday, 28th August, 1897. (St. Augustine.)

Chinese—1st of 8th moon of 23rd year of Kwong-shi.

Jewish—30th Ab, 5687.

Mohammedan—29th Rabi' I, 1315.

Sun—Rises 5hr. 12min.

Set 5hr. 10min.

Moon—New Moon 1hr. 5min. a.m.

High water—Morning 5hr. 10min.

Afternoon 5hr. 10min.

Low water—Morning 1hr. 12min.

Afternoon 5hr. 9min.

ANNIVERSARIES.

1816—Lord Amherst's Embassy started for Yuen-moo-yuen.

1833—Slavery abolished in all British possessions.

1871—Mr. G. L. Tomlin assaulted and robbed near the Central Police Station.

1884—Killing of an officer by the French.

1896—The Ottoman Bank at Constantinople seized by Armenians.

SHARE MARKET.

LATEST QUOTATIONS.

Union Insurance, \$235; China Trade, \$284; China Sugar, \$130; Balmora, (Pref.), \$1.67; Raub, \$1.94; Dock Co., 221 per cent. prem.; Amoy Dock, \$124; Investment Co., \$74; Hongkong Hotel, \$48; Green Islands, (cash new issue) \$45; (ex new issue) \$30; Electric, \$98; Ropes, \$170.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Australian (Sagami Maru) to-morrow. French (Yarra) 31st inst. Indian (Catharine Apoor) 31st inst. Australian (Chambers) 31st prox. American (Bala) 1st prox. American (Bala) 10th prox. Canadian (Empress of Japan) 15th prox. American (Preston) 23rd prox. American (Coptic) 1st October. Canadian (Empress of China) 6th October. German (Sachsen) 21st October.

THE D. D. R. steamer *Hertha* from Hamburg, left Singapore for this port on the 26th inst., and may be expected here on or about the 1st prox.

THE Agents (Messrs. D. Sanson, Sons & Co.) inform us that the Company's steamer *Catharine Apoor*, from Calcutta, left Singapore for this port yesterday afternoon.

THE P. M. S. S. Co.'s steamer *Peru* with mails, etc., left San Francisco for this port, via Honolulu, Yokohama, Island Sea, Kobe, Nagasaki and Shanghai, on the 24th inst.

THE P. M. S. S. Co.'s steamer *China* with mails, etc., from San Francisco to the 5th inst. via Honolulu, has arrived at Yokohama, and left for this port this morning, via Island Sea, Kobe, Nagasaki and Shanghai.

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

Arrivals.	From Agents.
Latobro
Banabro
Maejo
Hibon Maru
Formosa
Longmou
Aggregating, 8,908 tons register.	

DEPARTURES.

Hongkong	for Halphong
Nanhan	for Singapore
Chuan	for Singapore
Chuan	for Singapore
Chuan	for Singapore
Chuan	for Singapore
Chuan	for Singapore
Chuan	for Singapore
Chuan	for Singapore
Chuan	for Singapore

HONGKONG AND WHAMPOA DOCK RETURNS.

City of Rio	in Kowloon Dock
Hongkong	in Kowloon Dock
Empress of India	in Kowloon Dock
Emerald	in Kowloon Dock
West York	in Kowloon Dock

SWATOW.

Arrivals.	From Agents.
Aug. 25 Thali
26 Formosa
26 Wingan
26 Kwongwai
Departures.	
Aug. 25 Thali
26 Formosa
26 Wingan
26 Kwongwai

THE SPEELMAN-DUGUESCLIN COLLISION.

A correspondent of the Singapore Free Press.

writes from Batavia under date 4th August:—"In addition to the particulars already given on the 10th of July as to the *Speelman-Duguesclin* collision, the following are the detailed facts: The steamer *Speelman*, of the Koninklijke Paketvaart Maatschappij, whilst on her voyage from Singapore to Batavia, at 7 a.m. on the 20th ult., in the Banka Straits off the South Polee Dooer, came into collision with a sailing ship. The *Speelman* was just about to alter her course direct for Batavia when a large three-masted ship, under full sail, with a favourable wind, entered the Straits and crossed her passage. The sailing ship, the *Duguesclin*, was a Dutch vessel, and as both vessels were going at full speed the shock must have been very violent. Everything that stood on the starboard quarter of the *Speelman* was smashed by the bow of the *Duguesclin*, the bridge was partly carried away and the chart room broken into pieces. The third mate of the steamer was on the bridge at the time, and it is a marvel how he escaped injury. Immediately after the collision the *Speelman* dropped anchor and examined her damages. The engines not having sustained injury, and her hull being found to be seaworthy, preparations were made to continue the voyage, but not until sufficient time was given to allow the sailor to ask for any assistance. However, the *Duguesclin* at once continued on her voyage. Under command of the first officer the *Speelman* was brought to Batavia and arrived at Tandjong Priok at 9 p.m. on Thursday last. Luckily the *Duguesclin* had a single bow, otherwise she would have probably cut the steamer in halves. The casualties included the Captain and two natives killed, and four natives wounded. The Captain was sleeping in the chart room when the collision occurred, and he must have been crushed by the falling wood and was evidently much knocked about, as his body was found in a dreadfully mutilated state on the hatchway of the engine room. The late Captain Schepker, who thus met his untimely death in this catastrophe, brought out the same Company's steamer *Pan Digma* from Holland on the 12th December, 1890. In Jan., 1891, he was appointed commander of the *Camphuis*, and very recently he was transferred to the *Speelman*. He leaves a widow and five children. The native crew are said to have done their duty in a most praiseworthy manner, and in a great measure relieved the terrible anxiety of the passengers on board. The *Godavery* on her arrival reported having spoken to the *Duguesclin* whilst passing the north point of the Banka Straits. This French barque is bound from Cardiff to Hongkong, and she stated that, although she had been in collision with a steamer, she had sustained no damage. It is stated that the *Speelman* will undergo repairs in Singapore, and that her damages amount to about fr. 30,000. An enquiry is to be held as to which vessel is to blame for the collision. The much circulated report that the barque carried no light is erroneous. In the steamer's log book it is stated that at about a quarter to one, a red light was visible which was not observed earlier by any officer on watch, and yet the collision soon followed. But, as in all cases of the kind, there is any amount of room for conjecture which can only be cleared up by an enquiry. At the present stage it is perhaps would not be fair to discuss questions such as what was the third mate doing on the bridge alone, so long after he should have been relieved by the first officer, who in the *Paketsvaart* steamers always takes the middle watch at night.

NOT EVEN IF IT COST TWENTY SHILLINGS.

A NOTABLE percentage—about one-third, I think—of the power of a steam engine is used up in overcoming the friction of its own parts. Hence inventors are constantly testing devices to reduce friction. Yet they can never overcome it, and the resistance created by it represents power (and hence expense) also) absolutely lost.

Now the human body is a machine, propelled by heat, exactly as an engine is, and anything that retards it may be considered as friction. Very good, then.

You have noticed great differences in your own vigor. Some days you work easily, and on others it is difficult. This is due to whether you are doing much work, or a brain-work, or a mixture of both—as most people are. Occasionally you are able to do more work in a day than at other times you can do in three. It is the odds between walking on smooth, hard level ground and dragging yourself uphill through wet clay. What wouldn't lawyers, doctors, clergymen, and all other brain-workers give for something having the power to keep their minds clear and strong? Or body-workers for something that would prevent aching, weakness, and fatigue? Do I know what will do it? No, I don't. If I did I could tell the secret for more money than is stowed away in the Bank of England. But I do know one thing, and will tell it to you in a minute, and nothing but the truth. It is the odds between walking on smooth, hard level ground and dragging yourself uphill through wet clay. What wouldn't lawyers, doctors, clergymen, and all other brain-workers give for something having the power to keep their minds clear and strong? Or body-workers for something that would prevent aching, weakness, and fatigue? Do I know what will do it? No, I don't. If I did I could tell the secret for more money than is stowed away in the Bank of England. But I do know one thing, and will tell it to you in a minute, and nothing but the truth. It is the odds between walking on smooth, hard level ground and dragging yourself uphill through wet clay. What wouldn't lawyers, doctors, clergymen, and all other brain-workers give for something having the power to keep their minds clear and strong? Or body-workers for something that would prevent aching, weakness, and fatigue? Do I know what will do it? No, I don't. If I did I could tell the secret for more money than is stowed away in the Bank of England. But I do know one thing, and will tell it to you in a minute, and nothing but the truth. It is the odds between walking on smooth, hard level ground and dragging yourself uphill through wet clay. What wouldn't lawyers, doctors, clergymen, and all other brain-workers give for something having the power to keep their minds clear and strong? Or body-workers for something that would prevent aching, weakness, and fatigue? Do I know what will do it? No, I don't. If I did I could tell the secret for more money than is stowed away in the Bank of England. But I do know one thing, and will tell it to you in a minute, and nothing but the truth. It is the odds between walking on smooth, hard level ground and dragging yourself uphill through wet clay. What wouldn't lawyers, doctors, clergymen, and all other brain-workers give for something having the power to keep their minds clear and strong? Or body-workers for something that would prevent aching, weakness, and fatigue? Do I know what will do it? No, I don't. If I did I could tell the secret for more money than is stowed away in the Bank of England. But I do know one thing, and will tell it to you in a minute, and nothing but the truth. It is the odds between walking on smooth, hard level ground and dragging yourself uphill through wet clay. What wouldn't lawyers, doctors, clergymen, and all other brain-workers give for something having the power to keep their minds clear and strong? Or body-workers for something that would prevent aching, weakness, and fatigue? Do I know what will do it? No, I don't. If I did I could tell the secret for more money than is stowed away in the Bank of England. But I do know one thing, and will tell it to you in a minute, and nothing but the truth. It is the odds between walking on smooth, hard level ground and dragging yourself uphill through wet clay. What wouldn't lawyers, doctors, clergymen, and all other brain-workers give for something having the power to keep their minds clear and strong? Or body-workers for something that would prevent aching, weakness, and fatigue? Do I know what will do it? No, I don't. If I did I could tell the secret for more money than is stowed away in the Bank of England. But I do know one thing, and will tell it to you in a minute, and nothing but the truth. It is the odds between walking on smooth, hard level ground and dragging yourself uphill through wet clay. What wouldn't lawyers, doctors, clergymen, and all other brain-workers give for something having the power to keep their minds clear and strong? Or body-workers for something that would prevent

Intimations.

CAN'T STOP IT!
A TIDAL WAVE OF POPULARITY.

THE
BEST



MOST
WHOLESOME

BEER.

WATKINS & CO., Sole Agents for Hongkong.

**SOCIÉTÉ ANONYME DE TRAVAUX
DYLE ET BACALAN**

Capital: 5,300,000
Head Office: 15, Avenue Maignon, Paris

WORKS IN EUROPE
BRUXELLES (FACALAN) 1897

Railways and Tramways, Plant and Rolling Stock, Carriages and Waggon, Wheels, Axles combined, Permanent Bridges for Railways, Permanent and portable (demountable) Bridges for Roads, Bridges and metallic Frames, Steam Launches and Steamboats, Boilers and Steam Engines, Bridge, etc.

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Constructing and Working
Railways and Tramways
Apply to Messrs. DODWELL CARLILL & Co., Hongkong, Agents for M. DYLE ET BACALAN.

BUILD UP THE BODY.

Influences are constantly at work to undermine health. When you lose flesh, take cold easily, become pale and weak, you need building up, so there will be no danger of taking disease.

Scott's Emulsion

Contains all the essential elements that give strength and vitality to the system. It increases the appetite for other food, enriches and warms the blood, assists in making healthy flesh, relieves inflammation of Throat and Lungs, and overcomes all emaciated, weak tendencies. Prepared by SCOTT & BOWNE, Limited, London. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China—WATKINS & Co., Hongkong.

Auctions.

PUBLIC AUCTION.

THE Underigned has received instructions to Sell by
PUBLIC AUCTION
TO-MORROW
(SATURDAY), the 28th August, 1897,
at 2.00 P.M.,
at his Auction Rooms, Zeland Street, No. 2,
for account of whom it may concern,
A LARGE QUANTITY OF FINE AND
VALUABLE HOUSEHOLD FURNITURE
(mostly made in England)

(removed from the highest level for convenience),
Comprising—
Several SILK TAPESTRY and PLUSH
DRAWING ROOM SUITES, very large
Bevelled Glass OVERMANTELS, LADIES'
DRESSING TABLES with large Glasses,
WARDROBES with Glasses, MARBLETOP
WASHING STANDS, MARBLETOP SIDE-
TABLES, ICECHESTS, EASY CHAIRS,
HATSTANDS, CROCKERY, PLATED
WARE, CURTAINS, one large AMERICAN
WOODEN BEDSTEAD with MATTRESSES,
&c., Complete GLASSWARE, &c.

One large BLACKWOOD CARVED
CABINET.
Several very fine STEEL ENGRAVINGS
and OIL PAINTINGS.
Very fine INLAID JAPANESE PLACQUES
and LACQUERED SCREENS.
BLACKWOOD SIDETABLES, BLACK-
WOOD CARVED MUSIC STAND.
Large JAPANESE CLOISONNE and POR-
CELAIN VASES.
Several JINRIKSHAS and CHAIRS.
On View at the Underigned's from THURSDAY,
the 26th inst.
Catalogues issued prior to Sale.
TERMS OF SALE—Cash before delivery, as
Customary.

PAUL BREWITT,
Auctioneer.

Hongkong, 24th August, 1897. [1305]

PUBLIC AUCTION.

OF
VALUABLE HOUSEHOLD FURNITURE,
CANTON BLACKWOOD WARE,
&c., &c., &c.

THE Underigned has received instructions to Sell by
PUBLIC AUCTION
TO-MORROW
(SATURDAY), the 28th August, 1897,
at 2.30 P.M.,
at his SALES ROOMS, DUNDRELL STREET,
(For Sunday Accounts),
A QUANTITY OF
VALUABLE HOUSEHOLD FURNITURE.

Comprising—
DRAWING-ROOM SUITE in SILK
TAPESTRY and PLUSH, FINELY CARVED
CANTON BLACKWOOD WARE, such as
CURIO STANDS, LADY'S DESK, TABLES,
TRAYBOYS, &c., &c.
MARBLETOP and OCCASIONAL TABLES,
BRUSSELS CARPET, LACE CURTAINS.
A fine TEAK SIDEBOARD with Bevelled
Glass, EXTENSION DINING TABLE,
DINNER WAGON, DINNER and DES-
SERT SERVICES, ELECTRO PLATE and
GLASSWARE, &c., &c.
A few SILVER MOUNTED SHELL
STANDS, DOUBLE BRASS-MOUNTED
BEDSTEPS, DOUBLE and SINGLE
WARDROBES with Bevelled Glass, IRON
COOKING STOVE, ICE BOX and PAN-
TRY REQUISITES.

Catalogues will be issued.
On View from FRIDAY, the 27th August.
TERMS OF SALE—As customary.
GEO. P. LAMBERT,
Auctioneer.

Hongkong, 25th August, 1897. [1313]

SIEN TING.

SURGEON DENTIST,
No. 10, MAGILLAR STREET.
TERMS VERY MODERATE.
Consultation free.

Hongkong, 27th September, 1897. [1314]

Notice of Firms.

NOTICE.

THE GREAT EASTERN & CALEDONIAN
GOLD MINING CO., LIMITED.

THE GENERAL AGENCY of this COMPANY
has this day been transferred to Messrs.
LUTGENS, EINSTAMANN & Co., successors
in Business of Messrs. SCHEELE & Co.,
R. CHATTERTON WILCOX,
Chairman.

Hongkong, 25th August, 1897. [1309]

NOTICE.

WE have this day established ourselves
as GENERAL MERCHANTS and COM-
MISSION AGENTS.
Mr. G. ATZENROTH will sign the firm, and
Mr. L. LAMBOTTE has been authorized to
sign per procurator.

LUTGENS, EINSTAMANN & Co.,
Hongkong, 25th August, 1897. [1310]

NOTICE.

THE Underigned have agreed to liquidate
the firm hitherto existing under the style
of

SCHEELE & Co.,
and have nominated Mr. GUSTAV ATZEN-
ROTH, of Hongkong, and Mr. RICHARD
ABESSER, of Hamburg, to act as Liquidators,
either of whom is authorized to sign SCHEELE
& Co. in Liquidation, adding his name.
ALFRED SCHEELE,
RICHARD ABESSER,
GUSTAV ATZENROTH.

Hongkong, 25th August, 1897. [1311]

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"KUTSANG,"

Captain Geo. Payne, will be despatched as above
on TUESDAY, the 31st instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 26th August, 1897. [1323]

MOGULWARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"LENNOX,"

to sail about 31st August, 1897.

S.S. "PATHAN" to sail about 10th Sept., '97.

S.S. "BRAEMAR" to sail about 24th Sept., '97.

S.S. "MOGUL" to sail about 9th October, '97.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 26th August, 1897. [1329]

NOTICE TO SHIPPERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"MORVEN,"

will be despatched as above, about 15th Sept.,
a.c.

For Freight, apply to
MELCHERS & Co.,
Agents.

Hongkong, 17th August, 1897. [1362]

"BEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"BENALDER,"

Captain Thomson, is due here towards end of
August, and will have quick despatch.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

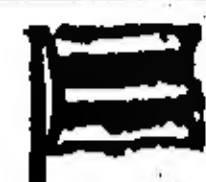
Hongkong, 27th July, 1897. [1359]

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.
FOR SANDAKAN AND KUDAT.
THE Company's Steamship

"DEUCALION,"
Captain B. Branch, will be despatched TO-
MORROW, the 28th instant, at 3 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th August, 1897. [1328]



NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SAGAMI MARU,"

Captain E. W. Haswell, will be despatched for the
above Ports on MONDAY, the 30th instant,
at 4 P.M.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, 23rd August, 1897. [1329]

"SHELL" LINE OF STEAMERS.

FOR MARSEILLES AND LONDON.

THE Company's Steamship

"NERITE,"

Captain Daniel, will be despatched as above
on MONDAY, the 30th instant.

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 24th August, 1897. [1341]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PROMETHEUS,"

Captain Day, will be despatched as above on
TUESDAY, the 31st instant, at Noon.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 25th August, 1897. [1328]



NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR SINGAPORE, COLOMBO AND
BOMBAY.

THE Company's Steamship

"HIROSHIMA MARU,"

Captain N. Ono, will be despatched for the
above Ports on TUESDAY, the 31st instant,
at Noon.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, 26th August, 1897. [1328]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

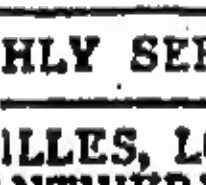
THE Company's Steamship

"NESTOR,"

Captain Aquil, will be despatched as above
on MONDAY, the 6th September.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 25th August, 1897. [1316]



NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR MARSEILLES, LONDON AND
ANTWERP.

VIA SINGAPORE, COLOMBO AND PORT
SAID.

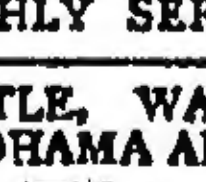
THE Company's Steamship

"TOSA MARU,"

Captain C. Hilgert, will be despatched as above
on TUESDAY, the 7th September, at 4 P.M.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, 23rd August, 1897. [1293]



NIPPON YUSEN KAISHA.

TRANS-PACIFIC LINE.

MONTHLY SERVICE.

FOR SEATTLE, WASHINGTON,
VIA KOBE, YOKOHAMA AND HONOLULU.

(Through Passenger Tickets and Bills of Lading
issued for the principal Cities in the
UNITED STATES, CANADA AND EUROPE, in
connection with the Great Northern Railway
and Atlantic Steamers.)

THE Company's Steamship

"KINSHU MARU,"

Captain F. L. Sommer, will be despatched as
above on THURSDAY, the 6th September, at
4 P.M.

Consular Invoices of Goods for the United States
should be in Quadruplicate, and one Copy
sent by mail to the Steamship to the care of
the FREIGHT AGENT, Great Northern Railway,
Seattle, Wash.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, 25th August, 1897. [1308]

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

FOR LONDON,
VIA STRAITS AND USUAL PORTS OF
CALL.

(Taking Cargo at through rates for LIVERPOOL,
GLASGOW, CANTON, HANKOW, PEKING,
YOKOHAMA, &c.)

THE Company's Steamship

"MOVUNE,"

Captain C. H. Kemp, will be despatched as above
on or about the 6th September.

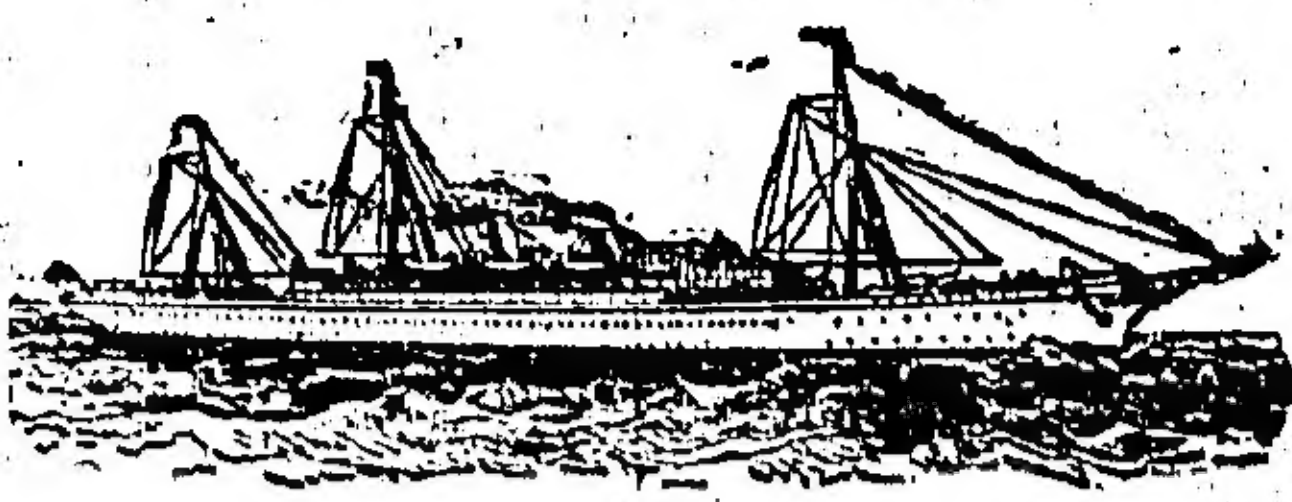
For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 26th August, 1897. [1327]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 1st September.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 29th September.

EMPRESS OF CHINA...Comdr. H. Fybus, R.N.R...WEDNESDAY, 27th October.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA
OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey (avoiding the rough
passages generally experienced in the latitude further South) and make connection at Vancouver
with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC
RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE
ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax,
New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the
Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition),
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Paddy's Street.

Hongkong, 11th August, 1897.

OCCIDENTAL & ORIEN-
TAL STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,

CENTRAL AND SOUTH AMERICA, AND
EUROPE;

VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Thursday, 11th Sept., at Noon.

Elgin (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Thursday, 30th Sept., at Noon.

Capile (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Saturday, 9th Oct., at Noon.

THE Company's Steamship

"DORIC"

will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA AND HONOLULU on
SATURDAY, the 11th Sept., 1897, at Noon,
taking Passengers and Freight for Japan, the
United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates, and particu-
lars of the various Routes may be obtained
upon application.

Special rates (First-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in service of China and Japan, and to
Government officials and their families.

Passengers who have paid full fare, re-embarking
at San Francisco for China or Japan (or vice
versa) within one year, will be allowed a dis-
count of 10 per cent. This allowance does not
apply to through fares for China and Japan
to Europe.

All PARCEL PACKAGES should be marked to
address in full, and sent by mail to the
Company's Office until FIVE P.M. the day
previous to sailing.

Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 5th July, 1897. [1312]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS,
AND GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMAN'S PATENT'S GENUINE
COMPOSITION RED HAND BRAND.
HARTMAN'S GREY PAINT.
DANIEL'S PATENT MOTOR LAUNCHES.
&c., &c., &